

MAKE MINE A TRIPLE!

The Achilles heel of the V6 has always been the inlet manifold, causing the breathing and mixture distribution between the cylinders to be very inefficient.

Tests proved in the seventies that compared to the centre, the front & rear cylinders were some 15%-20% down in flow rate, and very lean in mixture calibration with the centre cylinders rich when set by the exhaust gases. All sorts of experiments took place in motor sport to counteract this due to the "Group 1" regs at the time requiring the car to use the No of carbs it was designed with.

A number of mods took place with plates inside the manifold deflecting the mixture and all sorts of carbs were tried, with the best results coming from a single 42/44 DCNF downdraft carburettor, anything larger is pointless as the V6 simply cannot breath any more, but the engine was always down on its midrange torque capabilities, the one big plus this engine has in spades!!.

For road use again all types of carbs have been tried including Holley four barrels, and twin carbs with the centre mounting blanked, but nothing works as well as the "Ford rallye sport" triple downdraft 42 DCNF carburettors and manifold, and nothing looks as good!! A throttle body per cyl is still best, be it carb or injection, but if you want to keep the car "period" it's carbs (although Ford did experiment with injection in the early 70's in 4x4 rally Capri's), unless you've got a GAA under the bonnet!!

Spend as much as you like on the engine, you might end up with nearly as much top end horsepower, but nothing brings the V6 to life like the triple's do!, the gains are 80% midrange, 20% top end. As you will recall this engine in road trim is all about mid range torque, even in high states of tune power is tailing off after 5500 rpm. The engine can be made to rev over 6000rpm but torque has long gone, it's struggling to spin the massive internals and simply can't breath anymore, therefore this high torque goes hand in hand with high gearing to keep the revs where they do their best work. The standard engine with the triples fitted will give around 165 bhp plus this huge gain in the mid range with instant throttle response.

The complete kit has long been discontinued but they do become available second hand, Ebay, motorsport publications and possibly Capri clubs are possible avenues to obtain one but they are now rare, expect to pay around a £1,000. You do occasionally see complete engines for sale with triple Weber's fitted. Burtons performance centre in Ilford London I believe, still sell the manifold at around £500. As for carbs, 36 /40 /42 DCNF Weber will all fit, with 40 DCNF still available new at £271.00 each (all plus vat).

Once you have obtained the impossible, fitted them on the engine, stood there for hours dribbling and drooling with your tongue on the floor, it's finally time to close the bonnet.

UUUURGH!! It doesn't fit any more AAAAAARRRRRGHH!!! I'M NOT TAKING THEM OFF!! NO, NO NO, no, no, no, as you're dragged away kicking and screaming!!

While having breakfast the next day depressed, you stare at the washing up bowl wondering if you could glass it in the bonnet to cover the triples!!, This is how desperate you become!! I was condemned to fit a bump on the bulge.

Having acquired another bonnet, a friend and myself raised and widened the original power bulge, it was then fitted to the car and while it was a classy piece of work I was not inspired and the bonnet never got painted and was eventually sold.

I had decided the triples have got to fit under the standard bonnet somehow, and the only way I could accurately see, was to cut a hole in the bonnet, so I did!!

It was obvious the trumpets would have to go, so they were removed, this left the auxiliary venturis proud about ¼" from the bonnet so now time to think.

The engine had been set up with various tests carried out on a dyno, one proved a loss of 7 bhp without the trumpets, so not too much to worry about, plus I have got to run filters, there was a foot of "stand off" above the carbs on full power (fuel vapour) and I didn't want the car to go up in flames!!, also the use of a filter king pressure regulator was mandatory with the "Facet red top" electric fuel pump filling a bucket in 10 seconds.

While on an exploratory trip to Euro spares in Halstead Essex (Italian car breakers) to obtain some Lambo / Maserati spares (Arm & legs being the currency!!) I spotted a Maserati V6 on the floor with triple DCNF's!! but more important was the three skinny heat spacers between carbs and manifold which I managed to purchase. After paying, I waved goodbye with my remaining arm and hopped back to the car!!

When fitted to the Marcos this gave another ¼" clearance, then a measure, this confirmed I could have 40m/m air filters although these would be close to the aux venturis.

Recalling my trip to Euro spares I remembered the Ferrari carbs were fitted with much shorter venturi's. On studying the part I could see no reason why they would not work shorter so I cut ½" off them all, and re- tapered the ends with drills held in the hand and finished with emery cloth this produced good results. I could shorten them further if needed, and if it didn't work the venturis were still available new. (£7.00 each)

I managed to obtain some s/hand "Speedo graph" oblong chrome filters which were suitable for cutting down, unfortunately not available new anymore but could be made from aluminium, as the original Marcos filter, quite easily. The filter clamping nut stays were ground away from underneath and a local engineering firm machined some new at 37 m/m long. With a small extension of 3 m/m through the filter base plates

allowing them to be peened over with a ball peen hammer; this worked really well, in fact exactly how they were made at “speedograph”. At the other end they were drilled and tapped to accept pan head set screws to bolt the filters together, this gained another 4 m/m and once fitted they looked professional, although they would be slightly restrictive.

With the bonnet closed we now had an acceptable clearance, “SUCCESS”!! Time to repair the hole in the bonnet then!!.

The carbs do need a manual choke cable fitted, (easily found at auto jumbles) and once set up is only needed for a few seconds.

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